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IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of the claims in the application:

1. **(Currently Amended)** A watercraft comprising:
a hull having a longitudinal center line and a deck supported by the hull;
a propulsion source supported by the hull; and
a towing apparatus secured to at least one of the deck and the hull, the towing apparatus has a towing point from which a tow line extends and the towing point is movable with respect to the longitudinal center line, the towing apparatus comprising a curved towing bar having a non constant radius, two ends and an apex, with each end secured to at least one of the deck and the hull on opposed sides of the longitudinal center line and the apex being positioned rearwardly of the two ends with respect to the hull and generally aligned with the longitudinal center line.
2. **(Cancelled)**
3. **(Currently Amended)** The watercraft of claim 1 [[2]], wherein the towing bar has a generally V-shaped.
4. **(Currently Amended)** The watercraft of claim 1 [[2]], further comprising a tow line connector slidably supported on the towing bar.
5. **(Original)** The watercraft of claim 4, wherein the tow line connector is a sliding sleeve that slides along an arcuate path.
6. **(Currently Amended)** The watercraft of claim 1 [[2]], wherein the towing bar is formed from a bent tube.
7. **(Currently Amended)** The watercraft of claim 1 [[2]], further comprising a pair of braces connected to the towing bar and one of the deck and the hull, each brace being positioned near one of the towing bar ends.
8. **(Currently Amended)** The watercraft of claim 1 [[2]], wherein the towing bar apex forms the highest point with respect to the deck and the most rearward point with respect to the deck of the towing apparatus.
9. **(Original)** The watercraft of claim 1, wherein the towing apparatus is secured to the deck.
10. **(Cancelled)**
11. **(Currently Amended)** A watercraft comprising:
a hull having a longitudinal center line and a deck supported by the hull;
a propulsion source supported by the hull; and
a towing apparatus formed as a flexible upright member extending upwardly
from at least one of the deck and the hull, the towing apparatus having a towing point

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from which a tow line may extend, flexing of the upright member moving the towing point in space.

~~The watercraft of claim 10, wherein the flexible towing bar is formed as an upright member extending upwardly from the deck.~~

12. (Original) The watercraft of claim 11, wherein the upright member is generally wedge shaped having a wider and less flexible portion adjacent the deck.

13. (Original) The watercraft of claim 12, wherein the upright member has plurality of tow rope connectors disposed along its length.

14. (Original) The watercraft of claim 13, wherein the tow rope connectors are apertures that a tow rope can be looped through.

15. (Original) The watercraft of claim 11, wherein the upright member is more flexible at a top portion and less flexible at a bottom portion adjacent to the deck.

16. (Currently Amended) The watercraft of claim 11[[10]], wherein the flexible towing bar has a plurality of tow rope connecting portions.

17. (Original) The watercraft of claim 1, further comprising a straddle seat.

18. (Original) The watercraft of claim 17, wherein the towing apparatus is secured to the deck on either side of the straddle seat.

19. (Original) The watercraft of claim 1, wherein the propulsion source comprises an engine and a jet propulsion unit coupled to the engine.

20. (Original) The watercraft of claim 1, wherein the propulsion source comprises an outboard engine.

21. (Original) The watercraft of claim 1, wherein the watercraft is a personal watercraft.

22. (Original) The watercraft of claim 1, wherein the watercraft is a sport boat.

23. (Currently Amended) A watercraft comprising:
a hull and a deck supported by the hull;
a propulsion source supported by the hull;
a pylon support assembly positioned on the deck including a variable pylon attachment point; and
a towing pylon removable secured to the variable attachment point in a first stowed position and in a second operative position, the pylon support assembly comprising a first mount located at a first position on the deck and the second mount located at a second position on the deck, the second position being higher with respect to a horizontal reference line than the first position, the first mount and the second mount forming the variable attachment point.

24. (Cancelled)

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25. (Original) The watercraft of claim 24, wherein at least the second mount is a ball and the pylon has a socket that receives the ball.

26. (Original) The watercraft of claim 24, wherein the pylon support assembly further comprises a lateral support member having two support channels, a first support channel aligned with the first mount that receives the pylon in the first stowed position and a second support channel aligned with the second mount that receives the pylon in the second operative position.

27. (Original) The watercraft of claim 26, wherein the first support channel is disposed at an angle to the second support channel.

28. (Original) The watercraft of claim 26, wherein the lateral support member is a grab handle.

29. (Original) The watercraft of claim 23, further comprising a straddle seat.

30. (Original) The watercraft of claim 29, further comprising a grab handle having an opening therein and being disposed adjacent to the straddle seat wherein the towing pylon extends through the opening in the grab handle in the first stowed position and in the second operative position.

31. (Original) The watercraft of claim 23, wherein the propulsion source includes a jet propulsion unit.

32. (New) The watercraft of claim 30, wherein the pylon has a first end and a second end, the first end being higher than the second end and being generally flush with an upper surface of the grab handle when the towing pylon is in the first stowed position.